

INFORMATION REPORT INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

SECRET

COUNTRY	East Germany	REPORT	
SUBJECT	VEB Industriewerke Dresden: Production and assembly of Aircraft	DATE DISTR.	29 December 1955
		NO. PAGES	2
		REQUIREMENT NO.	RD
DATE OF INFO.		REFERENCES	
PLACE ACQUIRED		This is UNEVALUATED Information	

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. VEB Industriewerke Dresden (IWD) is currently engaged in assembling 50 MiG-15 aircraft from materials stored for the old 18th Main Administration (HW 18) and still on hand. The IWD is also supposed to manufacture, completely from raw materials, 85 IL-14 aircraft. It was originally planned to build 90 of these aircraft, but the number has been reduced by five.
2. The first MiG-15 and IL-14 aircraft completely assembled at IWD are to be ready for test flights by about 1 May 1956. Flight-testing of the aircraft is to be done at Dresden-Klotzsche by Bohrmann (fmu) and his assistant, Scheffel (fmu). Both fliers were employed in this same capacity at the rebuilt Junkers plant in Dessau in 1953.
3. VEB IWD is to receive from the USSR all parts, devices and instruments needed to assemble five IL-14 aircraft. The parts will already be tooled and will only have to be assembled at IWD. Originally it was planned to assemble only three IL-14 aircraft.
4. As of early November 1955, almost all the available typists at IWD were busy typing lists of the parts still needed for the five IL-14 aircraft and which must be furnished by the USSR. The list, when completed, is allegedly to be flown to Moscow direct.
5. A jig for the airframe (Rumpfhelling) of the IL-14 has already been completed by VEB Maschinen- und Apparatebau Schkeuditz and is set up in the IWD hall which formerly belonged to VEB Sachsenwerk Niedereddlitz. In early November 1955, at VEB Maschinen- und Apparatebau Schkeuditz work was in progress on the jig for the wing middle piece (Tragflaechenmittelstueck - TFM) and on the jig for the wing outer piece (Tragflaechenaussenstueck - TFA). The delivery deadline for these jigs has not been met. The

SECRET/NOFORN

STATE	#X ARMY Ev	#X NAVY	X AIR Ev	#X FBI	AEC	ORR Ev		
(Note: Washington distribution indicated by "X"; Field distribution by "#".)								

SECRET [REDACTED]

25X1
25X1

- 2 -

Schkeuditz enterprise, however, is responsible for the delay, which is actually being caused by the Chief Technologist, Stollberg (fnu), who continually holds up work to make technical improvements on the jigs.

[REDACTED] 25X1

SECRET [REDACTED]

25X1
25X1

- 2 -